

Hongkong Telegraph

No. 3948

MONDAY, JANUARY 7, 1895.

THIRTY DOLLARS
PER ANNUM.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL £1,500,000
PAID-UP £1,185,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months.....5 per cent.
" 6 ".....4 " "
" 3 ".....3 " "
JOHN THURBURN,
Manager, Hongkong.
Hongkong, 18th June, 1894. [8]

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.
SUBSCRIBED CAPITAL £2,000,000
CAPITAL PAID-UP £251,093.15.0

BANKERS:
CAPITAL & COUNTIES BANK, LIMITED.
HEAD OFFICE:
No. 3, PRINCE STREET, LONDON.
BRANCHES:
BOMBAY, CALCUTTA, HONGKONG AND SHANGHAI.

AGENCIES:
PENANG, SINGAPORE AND YOKOHAMA.
RATES OF INTEREST.
ALLOWED ON CURRENT ACCOUNTS and Fixed Deposits can be ascertained on application.
Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.
Hongkong, 6th November, 1893. [39]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE—HONGKONG.

Court of Directors:—
D. Gillies, Esq., Chairman, Hongkong.
H. Sturges, Esq., Hongkong.
Chen Kiu Shan, Esq., Hongkong.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.
Hongkong, 31st October, 1893. [7]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE FUND £800,000
HOLDERS' LIABILITY OF SHARE £275,000

INTEREST ALLOWED ON CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months.....5 per cent.
" 6 ".....4 " "
" 3 ".....3 " "
A. C. MARSHALL,
Manager, Hongkong.
Hongkong, 17th May, 1894. [9]

Notices of Firms.

NOTICE.

I HAVE this Day established myself under my own name, as SHARE and GENERAL BROKER.

ERIC GEORG.
Telegraphic Address:—"GEORGIC,"
A. B. C. Code, 4th Edition.
Hongkong, 1st January, 1895. [52]

NOTICE.

FROM this Date I shall continue Business as SHARE and GENERAL BROKER in my own Name.

CHARLES C. COHEN.
Telegraphic Address:—"COHENUS,"
Hongkong, 1st January, 1895. [53]

NOTICE.

NOTICE is hereby given that the PARTNERSHIP heretofore subsisting between us, the Undersigned HERMANN STOLTERFOHT and CHARLES JOSEPH HIRST, carrying on Business as Merchants at Hongkong under the Style of STOLTERFOHT & HIRST, has been DISSOLVED by Mutual Consent as from the 31st day of December, 1894.

Hongkong, 1st January, 1895.
HERMANN STOLTERFOHT,
CHAS. J. HIRST.

With reference to the above, we hereby beg to give notice that we have THIS DAY taken over the Business heretofore carried on by Messrs. STOLTERFOHT & HIRST and will continue it under the Style of Firm of STOLTERFOHT & HIRSH.

Hongkong, 1st January, 1895.
HERMANN STOLTERFOHT,
EDWARD J. HIRSH.

Masonic.

ST. JOHN LODGE
OF HONGKONG, No. 67, S.C.

A REGULAR MEETING of the above LODGE will be held in the FRANKMASON HALL, Zealand Street, on SATURDAY, the 28th instant, at 8.30 for 9 p.m. previously. Visiting Brethren are cordially invited.
Hongkong, 31st January, 1895. [51]

Insurances.

THE STANDARD LIFE ASSURANCE COMPANY
has long taken the lead in SIMPLIFYING the CONDITIONS and LIBERALISING the CONTRACT of LIFE ASSURANCE, thereby giving greatly increased Security to the Holders of the Company's Policies.

For full particulars and rates, Apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 29th June, 1894. [743]

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

HEAD OFFICE—LONDON.
EASTERN BRANCH (FIRE)—SINGAPORE.

CAPITAL FULLY SUBSCRIBED £2,500,000
CAPITAL PAID-UP £250,000
TOTAL INVESTED FUNDS £3,000,000
TOTAL ANNUAL INCOME £1,500,000

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, having acquired the Business of the STRAITS FIRE INSURANCE COMPANY, LIMITED, IN LIQUIDATION, have appointed the Undersigned Local Manager of their Hongkong Branch (FIRE).

Insurances effected at Current Rates.

WM. MACBEAN,
Local Manager,
Hongkong Branch,
Connaught House, Queen's Road Central.
Hongkong, 1st January, 1895. [54]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000 \$833,333.33
EQUAL TO £250,000
RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.
LEE SWA, Esq., Chairman, Hongkong.
LOU TAO SHUN, Esq., Hongkong.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1894. [540]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED £1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 29th May, 1894. [180]

Intimations.

TO SHIPMASTERS.
CAPTAIN F. H. PLUMMER,
(LATE OF THE PATAGONIAN NAVY),
THE OLDEST STEVEDORE IN MANILA.
STEVEDORE AND CONTRACTOR.

COALS and all kinds of STORES SUPPLIED on the shortest notice and on the most reasonable terms.
Manila, 5th October, 1895. [52]

TO SHIPMASTERS.

STEAM WATER-BOT COMPANY.
The Undersigned are prepared to SUPPLY on shortest notice any quantity of PURE FRESH FILTERED WATER for both DECK and BOILER.

The only Company in Hongkong exclusively Supplying FILTERED WATER.
Despatch Guaranteed. Call Flag "W."

J. W. KEW & Co.,
18, Praya Central.
Wanchow, 17th November, 1894. [51]

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS,
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

No. 48, Queen's Road Central. [567]

FLOUR.

IF YOU WANT GOOD BREAD USE



SPERRY'S MILLS
BAKERS FLOUR
STOUGHTON & CO.
STOUGHTON & CO.
SAN FRANCISCO OFFICE
134 California Street
AND TAKE NO OTHER.

Intimations.

CENTRAL HOTEL. SHANGHAI.

Electric Lighting throughout the Premises.

THIS long-established SELECT Family Hotel, situated on the Bund, facing the river in the centre of the Settlements, is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER, SPRAYS, etc., and heated to a comfortable temperature during winter.

COMMODOUS RECEPTION ROOM FOR VISITORS.
SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

An Assistant attends on Passengers by Mail Steamers.

N.B.—Special reduced charges may be arranged for on application to the Manager.

F. E. REILLY,
PROPRIETOR.

KELLY & WALSH, LD.

THE CHINA-JAPAN WAR.

BACON'S WAR MAP—Price 60 cents. The best yet published. Every place that has been mentioned in the Newspapers in connection with the War will be found on reference.

THE CHINA-JAPAN WAR—On account of the Great Naval Battle of Hailuogang, compiled from Official and other sources, with numerous colotype illustrations. Several of the photos were taken on board the *Sakuya Maru* during the engagement.—Price \$2.

PHILLIPS' MAP OF THE SEAT OF WAR—60 cents.

CARLE'S LIFE IN KOREA.

Capt. CAVENTISH'S KOREA AND THE SACRED WHITE MOUNTAIN.

PHILLIPS' AUTHENTIC MAP OF CHINA.

STANFORD'S LARGE SCALE MAP OF CHINA.

KELLY & WALSH, LIMITED.
Hongkong, 15th December, 1894. [6]

W. BREWER.

LETTERS on Whist by W. M. Deane, late of Hongkong.
Sir Edwin Arnold's "Wandering Words." When we were Strolling Players in the East, by Louise Jordan M.D.
Penny—Apparitions & Thought Transference, by The Constatious and how to find them.
Brown's Medical Almanac, 1895.
Bleeding Pad Diaries, 1895.
Lett's Diaries, 1895.
Smith's & Chas. Lett's Diaries, 1895.
All the Christmas Musical Nov.—Dance, Comic, Minstrel.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 3rd December, 1894. [45]

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "KREMLIN," A. B. C. Code.

TELEPHONE, No. 32.

BOARD AND LODGING

FROM \$5.00 PER DAY.

HYDRAULIC LIFT TO ALL FLOORS.

The HOTEL STEAM LAUNCH Conveys PASSENGERS and BAGGAGES to and from all MAIL STEAMERS.

R. J. RICHARDSON,
Manager.

HOTEL CHAMBERS.

BOARD AND LODGING

FROM \$60 PER MONTH.

ROOMS TO LET on 2nd and 3rd FLOORS, FURNISHED or UNFURNISHED.

Apply to R. J. RICHARDSON, Manager.

Hongkong, 24th December, 1894. [509]

LANE, CRAWFORD & CO.

SHIPCHANDLERS, SAIL-MAKERS, &c.

SUPPLIES OF ALL KINDS OF SHIP AND ENGINE STORES OF BEST BRANDS.

AGENTS FOR:—

INTERNATIONAL COMPOSITION FOR SHIPS' BOTTOMS.

PRICE'S SPECIAL ENGINE and CYLINDER OIL.

BELL'S SPECIAL ENGINE and CYLINDER OIL.

PURE FRESH WATER SUPPLIED

Hongkong, 16th July, 1894.

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY,
Hongkong, 24th June, 1895. [593]

Intimations.

THE FUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that the THIRD ORDINARY GENERAL MEETING of the above COMPANY will be held at the Office of the Company, CONNAUGHT HOUSE, on MONDAY, the 14th January, 1895, at NOON, for the purpose of receiving the Report of the Directors, together with a Statement of Account to 30th September, 1894, and for the election of Directors and Auditors.

A. O'D. GOURDIN,
Secretary.
Hongkong, 31st December, 1894. [49]

APARTMENTS WANTED.

A MARRIED COUPLE require SUITABLE APARTMENTS—Furnished or Unfurnished; with or without Board.

Full particulars to KILLARNEY,
c/o Hongkong Telegraph Office.
Hongkong, 3rd January, 1895. [65]

LOST.

ON New Year's Day, (probably at D'Arcy's Marionette Entertainment) a WATCH CHAIN PENDANT, with INDIAN GOLD MOHUR.

The Finder will be suitably rewarded, if necessary, by returning it to

"THE HONGKONG TELEGRAPH" OFFICE, Pedder's Hill.

Hongkong, 3rd January, 1895. [63]

KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS, No. 1.

CAPE CAMI LIGHT.

NOTICE is hereby given that the LIGHT at CAPE CAMI was EXHIBITED for the first time at Sunset on the 1st January.

The Illuminating apparatus is a REVOLVING Dioptric of the Fourth Order, showing double white flashes at intervals of half a minute.

The Lighthouse stands about 85 yards north of high-water mark on the southernmost point of the inlet marked on the charts as Cape Cami, and the Light, which is elevated 67 feet above the level of the sea, should be visible in clear weather, at a distance of 13.8 nautical miles in all directions where it is not obscured by land.

The tower is an iron screw pile structure, 55 feet high, with a total height from its base to the lantern room of 57 feet.

The tower and dwellings are painted white.

Approximate position:—
Latitude.....20° 13' 20" N.
Longitude.....109° 55' 1" E.

CAUTION.

On account of the outlying reefs about Cape Cami, Vessels are recommended not to round it at any less distance than two miles from the Lighthouse.

C. J. PRICE,
Acting Harbour Master.

Approved: F. S. UNWIN,
Acting Commissioner of Customs.

Customs House, Kiungchow, 2nd January, 1895. [67]

REMOVAL!

THE MARINE CLUB.

THE COMMITTEE have the pleasure to inform the MEMBERS that the Premises of the MARINE CLUB have This Day been Removed to

No. 17, PRAYA CENTRAL, where the names of New Members will be enrolled by the Secretary.

The new Premises have been formally RE-OPENED TO-DAY, 3rd January.

ALL MASTERS, MATES and ENGINEERS are eligible for Membership.

By Order, THE COMMITTEE.

Hongkong, 3rd January, 1895. [64]

THE PHARMACY.

"TANSAN" "TANSAN" "TANSAN"

THE NEW JAPANESE TABLE WATER, Recommended by leading Medical Men in Hongkong and China.

Analytical report by ARTHUR HILL HARRALL, M.D., and EDWIN GOWIN CLAYTON, F.I.C., F.C.S., London, shows that it contains 8 per cent. more iron Carbonate than any water from similar Spas.

"TANSAN" "TANSAN" "TANSAN"
Sole Agents for Hongkong and South China. FLETCHER & Co.,
The Pharmacy,
25, Queen's Road Central.

Hongkong, 10th November, 1894. [31]

"DERMATOL."

MANUFACTURED by FARRBERKE, HUNTER & CO., its effect in stimulating the closing up of WOUNDS, and in internal administration against diarrhoea, is described as amazing.

D. R. KNORR'S
LION BRAND
ANTI-PYRINE.

(DOSE FOR ADULTS 15 TO 35 GRAINS TROTS.)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, KRYSIPELAS, HOOFING COUGH, and many other complaints. It is also the very best Antiseptic.

Highly recommended by the Medical Faculty, and by Dr. KNORR'S ANTI-PYRINE! Each tin bears the inventor's signature "Dr. KNORR" in red letters.

It is to be had at every reputable Chemist and Dispensing.

Supplies constantly on hand at the China Import and Bank Company.

Be wary of spurious imitations.

Hongkong, 7th April, 1894. [44]

LEVY HERMAN.

JEWELLERY, DIAMONDS, WATCHES, CHRONOMETERS, & CLOCKMAKING.

A great variety in Hong Kong and other countries. Repairs executed by hand.

Mail orders promptly attended to. Opposite the Telephone Office.

Hongkong, 24th June, 1895. [593]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"FORMOSA," Captain Hall, will be despatched for the above Ports TO-MORROW, the 8th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 7th January, 1895. [70]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING," Captain K. H. Sundberg, will be despatched for the above Ports TO-MORROW, the 8th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 2nd January, 1895. [57]

"STRATH" LINE OF STEAMERS.

FOR SHANGHAI, YOKOHAMA & HIOGO. THE Steamship

"TENASSERIM," Captain Robertson, will be despatched as above on or about TUESDAY, the 8th January.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 31st December, 1894. [48]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, Fiume, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS, also to NATAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Company's Steamship

"MARQUIS BACQUEHEM," Captain G. Wallisch, will be despatched as above on or about SATURDAY, the 12th instant.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to SANDER & Co.,

Hongkong, 5th January, 1895. [1292]

SAILING VESSELS.

FOR SAN FRANCISCO. THE 100 A. I. British Ship

"SIERRA MIRANDA," McMaster, Master, will leave here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Hongkong, 4th December, 1894. [41]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "OCEANIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd January, 1895. [5]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "MONMOUTHSHIRE," FROM HAMBURG, ANTWERP, LONDON AND STRAIT.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the

provinces and a Hunan man, in order that the Hunan element in the Yangtze valley may be quieted, while the Viceroy Chang himself returns to Wuchang.

In addition to the 2,000 soldiers of Kueichow province, whose arrival in a brigade of three regiments at Hankow on route for Tientsin under General Ting, was chronicled last month, we learn from recent despatches that an Imperial edict has arrived at Hankow for the commander of these troops to raise two more regiments of 1,000 men each from the same source, and with them form a special "Ching" or Army Corps, the present division to form the advanced brigade. In consequence of these Imperial instructions, General Ting has telegraphed to his younger brother, an excellent Tatar in Kueichow to proceed at once to the military reservation and there open recruiting offices in the principal towns of that hill country in Kueichow province. It is reported that there will be no difficulty in raising even a force of 35,000 to 40,000 men from the Miao tribes in the two provinces of Kueichow and Yunnan alone.

Mr. Shen Tun-ho, expectant Prefect and Assistant Director of the Nanking Naval Academy, the gentleman who had the direction of the laying of torpedoes at Wossing and Tsungling last summer has been commissioned by the Viceroy Chang to the important post of Chief Inspector of ports of the Kiangnan Viceroyalty. Mr. Shen is a man of high ability, an honest and energetic officer, whose knowledge of English has considerably widened his views.

Telegraphic advices have been received here of the arrival at Kalgan of eight thousand Chinese Mahomedan soldiers who have responded to the appeal of the Musulman Prince of Hami, Eastern Turkestan, for a Jihad or sacred crusade against the Russians. These men belong to the first contingents and are reported to be very fine looking men, far superior to the ordinary Chinese or Manchu recruit, and they are now waiting at Kalgan for their modern equipment of breech-loaders, etc., as well as for the Turk levies from beyond the Great Wall. Among the 8,000 troops mentioned there are 2,500 cavalry.

A secret decree has been received by the Lieutenant-Governor at Kalgan ordering him to incorporate the Mahomedan soldiers who have charge of the Imperially held outside the Great Wall, known as the Chahar Mongols. These comprise several tribes and number some 40,000 souls, of whom 22,000 are enrolled as able-bodied fighting men. Twelve thousand of these have been recently ordered by secret decrees to be formed into a cavalry division, and will be employed to scout between Shanhai and Peking. Their nomadic life has made them brave horsemen and noted for great endurance.

CHARTERED SLANDERS OF THE LAW.

The other day we referred to the necessity of having the Bar stronger than the Bar, and the need of this will be made more patent by the subject of this article. To-day we propose to show how a strong judge may influence the Bar for good and put down abuses, which appear to us to lower in the eyes of all reflecting men a profession—that of the law—which is considered one of the noblest. At one time it was limited to those who could be vouched for as respectable by the community. But now it is open to all and sundry, who can pay for the fees and a coach to pass the comparatively mild examination, with the consequent lowering of the standard of manners and tone of language. Honour and good feeling have been replaced by an utter disregard of the reputation of an adversary and an unscrupulousness as to the means employed in defeating him. It is an infrequent sight to see a member of the Bar now reversing the first principle of law, that no man is to be held guilty until he has been proved so, by casting the most foul aspersions on his character, imputing to him the vilest motives, and slandering him in a way that he dare not have done outside the limits of the court with impunity. Making every allowance for the *ars et verba locuti*, mentioned by Martial in his somewhat humorous description of a certain class of lawyers, it is not to be wondered at that the Bar is now held in such low esteem by the public as to be regarded as a mere tool of the law, and as a man who is paid for his services to do what he is told to do, and as a man who is paid for his services to do what he is told to do, and as a man who is paid for his services to do what he is told to do.

We have often wondered why judges permit such conduct on the part of counsel or advocates. Even Mr. Charles Russell, in the Langworthy case, did not scruple to impute vile things to Mrs. Langworthy, a lady who has proved and pronounced by the judges to be a virtuous and innocent victim of a thorough-paced blackguard, who took advantage of a small little law in the ceremony performed in France to repudiate the marriage before a Christian minister. With such a precedent it is not, perhaps, surprising that the smaller fry at the Bar should emulate and even surpass him in the art of vilification. It is one of the vices of the law that it is always ready to follow the fashion set by people in the higher circles, no matter how objectionable or absurd it may be. Better be out of the world than out of the fashion is the feeling of weak-minded people; and if you are anxious to do anything, of which you feel ashamed, only look out for some precedent, set by some one who ought to have known better, but deliberately refused to act on his better knowledge, for the sake of a large fee, and you are all right. When a Bar begins to get crowded, and there is much competition for business, this sort of thing becomes more prevalent.

Look at the way a witness is sometimes examined and the bullying he undergoes; and if he, while under the severe test, the confusion of mind and nervousness, consequent on having to give his evidence before a crowded court, makes the slightest *lapsus linguae* God help him! This little slip is made a handle of to apply all sorts of terms of opprobrium to him, with a view to discredit his evidence. Even his physical defects are indignantly referred to as an index of his moral deformity. The master becomes worse when the examining counsel is of an irascible or vindictive temper. The formal arena becomes then a bear garden, while the language used becomes reminiscent of controversies among bargees. These things are only permissible when the bench is weaker than the bar. Any judge, who has a strong sense of his own dignity and of the rights of the meek and lowly minded, who appears before him, whether in the capacity of plaintiff, defendant, prisoner or witness, would not allow it. The most they seem to be able to do, when some person under

examination possessing nerve, ability and coolness gives counsel "A Roland for an Oliver," is to cry to the worried counsel, who appeals to him for protection, "Well, Mr. X, I think you thought that on yourself." But interference of a more active character is required, not only in the interests of justice and decorum, but also of a profession supposed to be essentially that of a gentleman. Even *Ex Libris* and *Conductors*, who sold their swords or lances to the highest bidder, numbered gentlemen among them, who, while loyally serving their temporary employers, refused to commit acts unworthy of gentlemen, such as torture, outrage, and other forms of needless cruelty. We are glad, however, to think that there have been, and still are bright exceptions to this lamentable picture of the local Bar, men whose language and demeanour towards every one, litigant or witness, have always been such as to secure respect and esteem. They were often sarcastic, sometimes humorous and even witty; but vulgar, cruel or abusive never. Such were Corran, McIlwain, Ascher, Nicholson, Elmes, Cunningham, DeWet, Gilbanks, Mitchell, Bennett, who knew how to win a case without needlessly hurting any one's character or feelings. In private life they all had their eccentricities and failings, but in the Court they were gentlemen in every respect. They were many of them, what we may call, strong men, masters of the declaratory art; but like strong men generally, conscious of their strength, they were above the meanness of vilifying their adversary's character to improve their own cases.

There is no more pleasant sight than to see a member of the Bar identifying himself thoroughly with his client's interests, by studying his case carefully before hand, and by properly maintaining all his facts and legal precedents and authorities, and pointing out all the flaws in his opponent's case. Even his opponents feel that they have to deal with a perfect lawyer and gentleman, who can stick the truth to them without a wince, and who can punish each other's figure heads, as they sometimes threaten to do, the public might tolerate with equanimity all these eccentricities; but it is a very different matter to the public when the wearers of wig and gown abuse the privileges of the court by passing hard and ill-natured reflections upon an underserving scoundrel or sloop of the tongue, to invent, and loudly publish a vexatious statement without colour or grounds, to placate an ignorant man of his character and good name which he has spent years in earning, to rob him at the same time of his happiness and peace of mind; perhaps his bread—the bread may be of a virtuous family; and all this, as Solomon says of the madman who casteth firebrands, arrows, and death, and saith "I am not in sport?" all this out of wantonness, and often from worse motives. The whole appears such a collection of badness, as requires, according to the language of Sterne, no words or warmth of fancy to be angry at. It is a pity, as a rule, become paralytic by the nature of their calling, and do not care to observe one of the chief principles of debate—*audiamus partem*. They do not hesitate, even before the termination of a case, to express privately their decided views of the opposite side, and by this means bring into odour with a large number of weak minded persons—who never think for themselves—who may be a judge and are perfectly exonerated from the charges brought against them.

We are, however, not concerned with this cowardly form of libelling, because if the parties libelled can manage to trace it home to the libeller, there is the horsewhip, the boot, or the courts to resort to for a solution to their injured feelings and reputation. But it is the chartered libeller and slanderer whom the public are helpless against. They claim the privileges of their calling, and make our courts, instead of being the temple of justice to the wronged and oppressed, a place where they may be insulted and abused with impunity. The astonishing license of speech sometimes allowed to counsel naturally leads people, outside the courts, and unburdened with hearts of lead or cheeks of brass, to erroneously conclude that a prevailing judge would hardly allow if there were not in all cases some justification for it. At home now there is a society called a "witness protection society," but we fear there is not much to be expected in the way of reform until we find a few strong judges, who will make it plain to members of their Bar, that they will not allow bullying or abuse; that it is quite possible to win cases in a gentlemanly way and without browbeating or blackening people's names, whether from tactical or any other motives. But, like all reformers, they will have to be very strong men indeed, and be ready also to come in for a large amount of abuse themselves. But they will save the profession of law from a stigma which now attaches to it.—*Rangoon Times*.

WEL-HAI-WEI.
December 20th, 1894.
I am rather late in reporting an occurrence of interest which happened here on the 9th inst. On that day a Japanese armed merchant cruiser tried to find out what was going on in our harbour; she was first seen at noon, in a westerly direction, and as she was not more than about 7,500 metres from the forts she would certainly have been fired at had she not been flying the British flag. The men on the look-out told me that the same vessel had passed the day previous under the Italian flag; thinking, however, that the men might be mistaken, orders to fire were not given. On the afternoon of the 9th inst., a rainy and dusky day, the vessel in question came nearer to the entrance than it probably had been her intention or intention, and being made out to be a Japanese vessel fired at the fort Choo-pai-tai. She was at the time judged to be 8,500 metres from the guns, but the distance only being 7,500 the shell (24 cm.) struck her funnel. The next shot, a 28 cm. live shell fell on her deck, which must have caused a good deal of damage; the weight of the shell being 700 lbs., falling through her deck under an angle of descent of 15 degrees and bursting with a charge of 23 lbs. between her decks. A fisherman the next morning brought a spar, which he had seen flying in the air at the time the funnel was struck.

Orders have now been given to the forts to fire at any ships coming within range, unless they are recognized to be Chinese vessels, and I hope this will be a warning to the peaceful coasters trading up this way not to pass Wel-hai-wei closer than 8 miles, as even at the distance the newly erected guns, with their high elevations, may do serious damage.

The Japanese fleet, or at least some of the ships, have during the last week been showing themselves round about these quarters. On Tuesday last three Japanese men-of-war were reported from the N.E. Promontory telegraph station as passing north, and about 11 a.m. two of them were in sight at the South entrance here, but they did not come in very close. The Chinese torpedo boat *Choo-shi* left here for Wel-hai-wei at that time and must have passed near to the enemy. The *Porpoise* on her cruise last Thursday met the *Narwhal* between the port and Wel-hai-wei, and the *Peter Veljeen* also reports having met a Japanese man-of-war outside Chefoo.

We do not think the Japanese intend to perform any operations at present; it is probably merely to keep themselves warm that they are cruising about.—*Chefoo Express*.

CHINA COAST METEOROLOGICAL REGISTER.

6th January, 1895.—At 4 p.m.

STATION.	Barom.	Therm.	Humid.	Wind.	State.
Wanchow	30.00	50	75	WNW	b
Tsao	30.00	50	75	WNW	b
Wanchow	30.00	50	75	WNW	b
Tsao	30.00	50	75	WNW	b
Wanchow	30.00	50	75	WNW	b
Tsao	30.00	50	75	WNW	b
Wanchow	30.00	50	75	WNW	b
Tsao	30.00	50	75	WNW	b
Wanchow	30.00	50	75	WNW	b
Tsao	30.00	50	75	WNW	b

7th January, 1895.—At 10 a.m.

STATION.	Barom.	Therm.	Humid.	Wind.	State.
Wanchow	30.10	50	75	WNW	b
Tsao	30.10	50	75	WNW	b
Wanchow	30.10	50	75	WNW	b
Tsao	30.10	50	75	WNW	b
Wanchow	30.10	50	75	WNW	b
Tsao	30.10	50	75	WNW	b
Wanchow	30.10	50	75	WNW	b
Tsao	30.10	50	75	WNW	b
Wanchow	30.10	50	75	WNW	b
Tsao	30.10	50	75	WNW	b

On the 6th, at 11.15 a.m., the barometer was falling. Fresh to moderate north-east wind, with fine weather, prevailed. On the 7th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 8th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 9th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 10th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 11th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 12th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 13th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. 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On the 4th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 5th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 6th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 7th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 8th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 9th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 10th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 11th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 12th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 13th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 14th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 15th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 16th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 17th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 18th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 19th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 20th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 21st, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 22nd, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 23rd, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 24th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 25th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 26th, at 10.15 a.m., the barometer was steady, and moderate north-east wind, with fine weather, prevailed. On the 27th, at 10.15 a.m.,

The Share Market.

LATEST QUOTATIONS.	
BANKS.	
Hongkong and Shanghai Bank.—112 per cent.	
The National Bank of China, Ltd.—on £8.00.	
The National Bank of China, Ltd.—Founders.	
The Bank of China, Japan & the Straits, Ltd.—	
The Bank of China, Japan & the Straits, Ltd.—	
CHINESE LOANS.	
Chinese Imperial Loan of 1886 £—11 per cent.	
MARINE INSURANCES.	
Union Insurance Society of Canton—\$127 per	
China Insurance Company—\$60 per share.	
North China Insurance—Tis. 200 per share.	
INSURANCE COMPANIES.	
Canton Insurance Company, Limited—\$148 per	
Yankee Insurance Association—\$78, buyers.	
On Tai Insurance Company, Limited—Tis. 15	
The Straits Insurance Co., Ltd.—\$25 per share.	
FIRE INSURANCES.	
Hongkong Fire Insurance Company—\$175 per	
China Fire Insurance Company—\$75 per share.	
The Straits Fire Insurance Co., Ltd., \$2 per	
SHIPPING.	
Hongkong, Canton, and Macao Steamboat Co.—	
China and Manilla Steam Ship Company—\$66,	
Indo-China Steam Navigation Company, Limited	
Doan's Steamship Company—\$52, buyers.	
China and Manilla Steam Ship Co., Ltd.—(Preference)—	
China and Manilla Steam Ship Co., Ltd.—(Ordinary)—	
MINING.	
Panama Mining Co.—(Ordinary)—\$8 per share.	
Panama Mining Co.—(Preference)—\$2 per share.	
The Gold Mining Co., Limited—\$5 per share.	
The Gold Mining Co., Limited—\$5 per share.	
The Gold Mining Co., Limited—\$5 per share.	
HOTELS.	
Hongkong Hotel Company—\$9 per share.	
Hongkong Hotel Co.'s Six per-cent. Debentures	
LANDS AND BUILDING.	
The Hongkong Land Investment Co., Limited—	
The Hongkong Land Investment Co., Limited—	
DISPENSARIES.	
A. S. Watson & Co., Limited—\$9.75, sellers.	
Dalrymple & Co., Limited—\$1 per share.	
MISCELLANEOUS.	
Hongkong Dairy Farm Co., Limited—\$4 per	
H. T. Brown & Co., Limited—\$2 per share.	
Hongkong Rope Manufacturing Company,	
Hongkong Gas Company—\$15 per share, buyers.	
Hongkong Ice Company—\$80 per share, buyers.	
Hongkong and China Bakery Company, Limited	
The Hongkong Brick and Cement Co., Limited—	
The Green Island Cement Co.—\$4, sellers.	
The Hongkong Electric Light Co., Limited—	
The Hongkong High-Level Tramway Co.,	
Campbell, Moore & Co., Ltd.—\$2 per share.	
EXCHANGE.	
On London—Bank T. T.2/0	
Bank Bills on demand2/0	
Bank Bills at 4 months' sight2/0	
Credits at 4 months' sight2/0	
Documentary Bills, at 4 months' sight2/0	
On Paris—Bank T. T.187	
On Demand187	
On Shanghai—Bank T. T.73	
Private, 30 days' sight74	
Sovereigns (Bank's buying rate)80.80	
Silver (per oz.)27 7/16	

MAILS EXPECTED.

THE FRENCH MAIL.	
The Messageries Maritimes Co.'s steamer	
Melbourne, with the outward French mail, left	
Singapore on the 4th instant at 2 p.m., and may	
be expected here on the 11th.	
THE ENGLISH MAIL.	
The P. & O. S. N. Co.'s steamer <i>Rosita</i> , with	
the outward English mail, left Singapore on the	
6th instant, and may be expected here on the	
12th.	
THE GERMAN MAIL.	
The Norddeutscher Lloyd Co.'s steamer	
<i>Darmstadt</i> , with the outward German mail, left	
Canton on the evening of the 5th instant, and	
may be expected here on the 17th.	
THE AMERICAN MAIL.	
The P. & O. S. N. Co.'s steamer <i>City of Rio</i>	
<i>de Janeiro</i> , with mails, &c., from San Fran-	
cisco on the 12th ultimo, left Yokohama on the	
4th instant at daylight, and may be expected	
here on the 10th.	
The P. & O. S. N. Co.'s steamer <i>City of Peking</i> ,	
with mails, &c., left San Francisco for this port	
via Yokohama and Nagasaki, on the 3rd	
instant.	
NORTHERN PACIFIC MAIL.	
The Northern Pacific Steamship Co.'s steamer	
<i>Victoria</i> left Tacoma on the 12th ultimo for	
Japan and Hongkong.	

THE INDIAN MAIL.	
The Indo-China S. N. Co.'s steamer <i>Choyang</i> ,	
from Calcutta, left Singapore on the 1st instant	
and may be expected here to-day.	
THE AUSTRALIAN MAIL.	
The E. & A. Steamship Co.'s steamer	
<i>Guthrie</i> , from Australia, left Port Darwin via	
Timor, on the 2nd instant, and may be expected	
here on the 13th.	
STEAMERS EXPECTED.	
The steamer <i>Tanahmum</i> left Singapore on the	
7th instant, and may be expected here on the	
7th.	
The Ocean Steamship Co.'s steamer <i>Teucer</i>	
left Singapore on the 2nd instant, and may be	
expected here on the 9th.	
The P. & O. S. N. Co.'s steamer <i>Ceylon</i> , from	
London, left Singapore on the 2nd instant, and	
may be expected here on the 10th instant.	
VISITORS AT THE HONGKONG HOTEL.	
Mr. and Mrs. Alms.	Mr. S. A. Kozel.
Mr. L. J. Bennett.	Mr. R. W. Lewis.
Mr. and Mrs. H. S. Bishop.	Mr. Hugh MacCallum.
Dr. Brown.	Mr. W. Matthews.
Captain T. F. Brown.	Mr. J. McWilliams.
Mr. V. H. Deacon.	Mr. T. Mitchell.
Miss E. D'Arc.	Mr. J. de Navarro.
Miss E. D'Arc.	Mr. F. Palmeri.
Miss E. D'Arc.	Miss Patten.
Mr. W. J. D'Arc.	Mr. W. Parfitt.
Rev. S. A. Baylee, M.A.	Mr. C. Parsons.
Mr. W. Blayney.	Mr. W. E. Patters.
Mr. J. Boyer.	Mr. C. P. Patters.
Mr. Bradley.	Mr. L. D. Phillips.
Mr. W. F. Canter.	Mr. W. W. Pierce.
Captain J. C. Clark.	Mr. E. E. Plumacher.
Mr. E. C. Clitherow.	Mr. and Mrs. H. Procter.
Capt. and Mrs. Combe.	Mr. R. Procter.
Mr. F. Dallas.	Mr. W. Procter.
Mr. R. H. Douglas.	Mrs. Richardson.
Miss N. Drum.	Mr. W. Robinson.
Mr. W. A. Duff.	Mr. A. Secch.
Mr. C. N. Edison.	Mr. F. E. Shean.
Mr. G. Fenwick.	Miss Smith.
Dr. D. Galvao.	Mr. H. W. Smyth.
Mr. Henry Goldsmith.	H.E. Phya Surasak.
Mr. F. Gonsales.	Mr. F. Sührus.
Miss M. A. Greene.	Mr. W. Tarn.
Mr. J. Hansen.	Dr. Taylor.
Mr. C. H. S. Harris.	Mr. H. A. S. Thompson.
Colonel B. Hicks.	Mr. W. von Uffer.
Mrs. Hodgkins.	Mr. C. Unicker.
Mr. L. L. Holden.	Mr. and Mrs. Whitley.
Mrs. M. Jones.	Miss M. Whitley.
Mrs. St. John.	Mr. R. H. Wilson.
Mr. Leung Ketab.	Mr. J. W. Wilson.
Mr. J. Kinghorn.	Miss Young.
Mr. J. Kirkwood.	
ARRIVALS.	
LOO SOK, British steamer, 1,020, J. B. Jackson,	
5th Jan.—Bangkok 28th Dec., and Ang-	
bin 29th, General—Yuen Fat Hong.	
LYDERHORN, Norwegian steamer, 2,014, B. Ham-	
merhor, 5th Jan.—Mol 31st Dec., Coals—	
Mitsui Bussan Kaisha.	
AZAMOR, British steamer, 2,005, P. Gibson,	
R.N.R., 5th Jan.—Kobe 31st Dec., General—	
Tata & Co.	
MERCURY, British steamer, 3,720, Captain W. H.	
Fawkes, 6th Jan.—Kobe 31st Dec., General—	
Swire.	
SOPHIE RICKMERS, German steamer, 2,040, H.	
Anderson, 6th Jan.—Mol 31st Dec., Coals—	
Dodwell, Carill & Co.	
PHRA CHUL CHOM KLAO, British steamer,	
1,012, J. A. Morris, 6th Jan.—Bangkok	
29th Dec., Rice—Yuen Fat Hong.	
KRIEMHILD, German steamer, 1,735, Th. Forck,	
6th Jan.—Helo 31st Dec., General—	
Slomson & Co.	
CHANGSHA, British steamer, 1,462, O. Anderson,	
6th Jan.—Canton 5th Jan., General—	
Butterfield & Swire.	
PRESTO, German steamer, 655, C. Stehr, 7th	
Jan.—Quilbon 3rd Jan., Salt—	
Butterfield & Swire.	
GERA, German steamer, 3,406, B. Blanke, 7th	
Jan.—Shanghai 4th Jan., Mails and	
General—Melchers & Co.	
TE-LI, German steamer, 1,081, A. P. Clemens, 7th	
Jan.—Canton 7th Jan., General—Car-	
roll & Co.	
TAI-CHONG, German steamer, 837, P. Duhne,	
8th Jan.—Arve Bay 30th Dec., Kerosene	
Oil—Meyer & Co.	
LY-EE-MOON, German steamer, 1,238, G. Heuer-	
mann, 7th Jan.—Shanghai 4th Jan.,	
General—Slomson & Co.	
NANVANG, German steamer, 1,050, Th. Lehmann,	
7th Jan.—Chinkiang 3rd Jan., Rice—	
Slomson & Co.	
HANGCHOW, British steamer, 990, P. Bennett,	
7th Jan.—Chinkiang 3rd Jan., General—	
Butterfield & Swire.	
ANGERTON, British steamer, 1,872, H. Harris,	
7th Jan.—Amoy 6th Jan., Tea—Dodwell,	
Carill & Co.	
CLEARANCES AT THE HARBOUR OFFICE.	
Stam, British steamer, for Swatow.	
Malinda, German steamer, for Toulon.	
Glenfalloch, British steamer, for Shanghai.	
Formosa, British steamer, for Swatow.	
Michael Teben, German steamer, for Hongkong Bay.	
Continental, Dutch steamer, for Manila.	
DEPARTURES.	
January 5, Hongkong, French steamer, for Ha-	
iphong.	
January 5, <i>Kaitang</i> , British steamer, for Canton.	
January 5, <i>Hollow</i> , British steamer, for Shanghai.	
January 6, <i>Tulunum</i> , American schooner, for	
Caroline Island.	
January 6, <i>Tatang</i> , British steamer, for Canton.	
January 6, <i>Freder</i> , Danish steamer, for Hallow.	
January 6, <i>Machew</i> , British steamer, for Swatow.	
January 6, <i>Hollow</i> , British steamer, for Swatow.	
January 6, <i>Pala</i> , Norwegian steamer, for Shanghai.	
January 7, <i>Oreva</i> , British steamer, for Saigon.	
January 7, <i>Turbo</i> , British steamer, for Singapore.	
January 7, <i>Slam</i> , British steamer, for Swatow.	
January 7, <i>Angerton</i> , British steamer, for Singapore.	
January 7, <i>Continental</i> , Dutch steamer, for Manila.	
January 7, <i>Gibraltar</i> , British steamer, for Shang-	
hai.	
PASSENGERS—ARRIVED.	
Per <i>Loe Soh</i> , from Bangkok.—78 Chinese.	
Per <i>Kriemhild</i> , from Higo.—Messrs. Gert	
and Gansloer.	
Per <i>Phra Chul Chom Kiao</i> , from Bangkok.—	
66 Chinese.	

Post Office.	
For Saigon.—Per <i>Barfleur</i> to-morrow, the 8th	
instant, at 11.30 A.M.	
For Singapore, Colombo, and Bombay.—Per	
<i>Asamor</i> to-morrow, the 9th instant, at 11.30	
A.M.	
For Straits and Calcutta.—Per <i>Lightning</i>	
to-morrow, the 8th instant, at 2.30 P.M.	
SHIPPING IN HONGKONG.	
STEAMERS.	
AKK, Danish steamer, 591, N. C. Revsbeck,	
5th Jan.—Halifax and 2nd Jan., Rice.	
—Arnold, Karberg & Co.	
BYOND, Norwegian steamer, 771, C. Brokke,	
21st Dec.—Canton 31st Dec., General—	
Waler & Co.	
CANTON, British steamer, 1,110, Sellar, 4th	
Jan.—Canton 4th Jan., General—Jar-	
dine, Matheson & Co.	
CASH, Chinese steamer, 705, M. Gensas, 14th	
Dec.—Pescadore 13th Dec.—	
Order.	
CELESTES, Dutch steamer, 1,400, M. de Wijn,	
29th Dec.—Proboling 19th Dec., Timber—	
Order.	
DEYAWONGSE, British steamer, 1,057, W. Perkes,	
4th Jan.—Bangkok 30th Dec., General—	
Yuen Fat Hong.	
DONAR, German steamer, 1,015, B. Grundmann,	
6th Jan.—Saigon 29th Dec., Rice—	
Tung Kee.	
EMPEROR OF CHINA, British steamer, 3,003, R.	
Archibald, R.N.R., 2nd Jan.—Vancouver	
12th Dec., Yokohama 27th, Kobe 28th, and	
Shanghai 31st, Mails and General.—C. P.	
R. Co.	
FAME, British steamer, 117, Captain Stopan.—	
Hongkong and Whampoa Dock Co.'s tug.	
FORSA, British steamer, 674, A. E. Hodgins,	
5th Jan.—Tamil and January, Amoy 3rd,	
and Swatow 4th, General.—D. Laprak &	
Co.	
LIGHTNING, British steamer, 2,124, K. H. Sund-	
berg, 1st Jan.—Calcutta 15th Dec., and	
Singapore 25th, Opium and General.—D.	
Sassoon, Sons & Co.	
MICHAEL JESSEN, German steamer, 710, H.	
Schickler, 29th Dec.—Karlsruhe (Japan),	
29th Dec., Coals—Waller & Co.	
MATHLOE, German steamer, 800, P. Moos, 3rd	
Jan.—Quilbon 29th Dec., and	
Toulon 31st, General—Slomson & Co.	
MEMMON, British steamer, 925, B. Branch, 4th	
Jan.—Sandakan 29th Dec., Timber—But-	
terfield & Swire.	
OCEANIC, British steamer, 3,808, Wm. M. Smith,	
R.N.R., 2nd Jan.—San Francisco 4th Dec.,	
Honolulu 12th, Yokohama 26th, and Naga-	
saki 29th, Mails and General.—O. & C. S.	
B. Co.	
PRAYA, 130, Captain MacIsaac—Hongkong	
Government Tender.	
PROGRESS, German steamer, 687, J. Jensen, 3rd	
Jan.—Honkoko 30th Dec., Salt—Slomson	
& Co.	
SHANTUNG, British steamer, 875, Stewart, 4th	
Jan.—Shanghai 1st Jan., General—	
Butterfield & Swire.	
SIXH, British steamer, 1,735, James Rowley,	
29th Dec.—Tacoma 29th Dec., Yokohama	
29th, Kobe 18th, and Mol 20th, General—	
Dodwell, Carill & Co.	
STRAITS OF DOVER, British steamer, 1,004,	
Ed. Holliday, 30th Dec.—Mol 24th Dec.,	
Coals—Carroll & Co.	
TAICHOW, British steamer, 863, H. Deans, 30th	
Dec.—Bangkok, and Ang-hin 31st	
Dec., General—Yuen Fat Hong.	
TAIYUAN, British steamer, 1,459, J. Nelson,	
30th Dec.—Sydney, and Port Darwin 30th	
Dec., General—Butterfield & Swire.	
WUOYAN, German steamer, 1,215, A. Oh, 4th	
Jan.—Mol 24th Dec., Coals—Lauz,	
Wegener & Co.	
ZAVINO, British steamer, 674, A. W. R. Cobban,	
21st Nov.—Manila 30th Nov., General—	
Shewan & Co.	
SAILING VESSELS.	
BAYARD, British bark, 1,310, W. Richards,	
7th Dec.—Kobe 29th Nov., Ballast—	
Waller & Co.	
BEZAN, American ship, 1,554, F. D. Whitmore,	
2nd Jan.—Shanghai 29th Dec., General—	
Carroll & Co.	
COLOMA, American bark, 850, C. H. Meyer, 30th	
Dec.—Portland 29th Dec., and Honolulu	
20th, Timber—Master.	
E. E. WOOD, British bark, 495, J. Hansen, 31st	
Dec.—Amoy 10th Dec., General—	
Order.	
OSORONITA, American bark, 490, Kasten,	
15th Dec.—Tientsin 7th Dec., Bapa,	
Waller & Co.	
GUY MANHATTAN, British steamer, 1,732, Thos.	
Walker, 1st Jan.—Chinkiang 29th Dec.,	
General—Waller & Co.	
KITTY, British bark, 805, Wilson, 17th Dec.,	
Amoy 29th Dec., Ballast—	
General—	
LOUIS, American ship, 1,335, John Connay,	
11th Dec.—Manila 16th Nov., Ballast—	
Order.	
OMAHA, British bark, 450, Brown, 30th Dec.—	
Callao 30th Dec., General—Master.	
SINRA MINAMITSU, British ship, 1,790, A.	
McDonald, 29th Nov.—Canton 5th Aug.,	
General—	
SHITAMAR, American ship, 1,550, Woodside, 20th	
Dec.—Yokohama 29th Dec., Ballast—	
Order.	
STANTON, British bark, 850, Clark, 15th Dec.—	
Amoy 10th Dec., General—	
W. J. WOOD, American ship, 1,550, J. T. Wey,	
29th Dec.—Yokohama 15th Dec., Ballast—	
Order.	

1895.

1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA. Comdr. R. Archibald, R.N.R., WEDNESDAY, 29th January, '95.

EMPEROR OF INDIA. Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th February, '95.

EMPEROR OF JAPAN. Comdr. G. A. Lee, R.N.R., WEDNESDAY, 20th March, '95.

THE MAGNIFICENT Steamships of this Line pass through the famous INLAND SEA OF JAPAN, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months. **SPECIAL RATES** (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. **CIRCULAR PACIFIC TICKETS** Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100. The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes. **THE DINING CARS AND MOUNTAIN HOTELS** of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Fadder's Street. Hongkong, 27th December, 1894.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

<i>City of Rio de Janeiro</i> (via Nagasaki, Kobe, Inland Sea & Yokohama)	Wednesday, 16th Jan., at Daylight.
<i>City of Peking</i> (via Nagasaki, Kobe, Inland Sea & Yokohama)	Wednesday, 6th Feb., at Daylight.
<i>China</i> (via Nagasaki, Kobe, Inland Sea & Yokohama)	Wednesday, 20th Feb., at Daylight.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA on WEDNESDAY, the 16th Jan., at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10 Gold in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.
Hongkong, 29th December, 1894.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND BRAND.